way to secure the co-operation of the miners and coal teamsters' organizations to enforce reasonable demands from op-

Russian gold mines average an annual yield of 86,668 pounds.
Chicago has 70,000 telephone wires.

St. Petersburg is soon to have a home for self-supporting working women.

Kansas has more national than State-

Nowhere in the history of organized labor has such a body made the advance in so short a time as the Switchmen's Union of North America. Starting from nearly nothing a couple of years ago, it now has 133 local bodies and 13,000 mem-

Chicago journeymen plumbers won the Saturday half-holiday. No strike.

After a five-hours' session the Chicago
Lake Seamen's Union voted that mem-

bers holding political jobs could retain their membership in the organization.

Coal deposits exist in all the Australian colonies, the largest being in New South Wales, and the smallest in South

erators and coal dealers.

Bill to be Amended So as Not to Affect Them.

PETERSBURG ELECTRIC LINE.

An Approaching Marriage in Swansboro-Grove of Druids-News, Personal and Brief, of Manchester.

Manchester Bureau, Richmond Times, No. 1102 Hull Street.

A committee composed of Messrs. D. L. illiam, H. C. Beattie, W. O. Randlett and Dr W P Mathews was appointed om the Business Men's Association, at the meeting held last night, to appear egard to certain amendments of the bill association is to have the bill so ended as to allow the changes to go as it now provides in the form ented in the Senate on Wednesday. nd amendment advocated by the rms of present Councilmen shall in nobe affected, and all shall continue ice as they would should no change made. It is the general opinic differences between the Council at elation will in this way be amica in advocating the charter changes. ON STOCKTON STREET.

Judge Haner, of the Richmond and etersburg Electric Railway Company; Clopton, City Attorney; and Mt . M. Nunnally, chairman of the Street ommittee, were in conference yesterday oncerning the proposed franchise of the electric line through the streets of nchested. It is first the desire of the company to reach some agreement with the Richmond Passenger and Power Comtry, by which they may use its lines in aching Richmond. However, if this annot be arranged, the company will instruct its own lines through the city, sing Stockton Street, from the Turn-ke to Sixth, west on Sixth to Porter, and thence to the Free Bridge on Sixth given in the franchise to be con dered by the City Council to-night. RAILS HAVE BEEN SHIPPED.

Judge Haner announces that five hunound ready for laying by February 20th

stract for the grading necesarsy along e first ten miles of the line. The offi state that their principal trouble i f men for the work as they would de which is a striking indication that here can be no large class of men anem-doyed at this time in the vicinity of tichmond. The company now has under nsideration the question of the size and eight of their cars, which will be uccidd by the new requirements of the Fre

SWANSBORO MARRIAGE.

Mr. and Mrs. W. F. Turnley have issued nvitations announcing the marriage of heir daughter, Rosa B., to Mr. James W. revillian, which will take place on next Suesday evening the 29th instant, at 9 clock, at Clopton-Street Baptist church. Miss Turnley is a most attractive and ecomplished young lady. She is also the eading soprano of the Clopton-Stree Mr. Trevillian is the junior partner of he grocery store of Kahl & Trevillian, of

GROVE OF DRUIDS.

Mistletoe Grove of Druics, No. 3, was rganized Wednesday night at Toney's fad. The following offleers were lected: J. W. McGinn, noble line. The following objects were feeted: J. W. McGinn, noble rch; W. A. Neal, vice arch; V. O. Goode, treasurer; C. S. Whitlock, ecretary; John Shanks, conductor; rthur Nunnally, inside guard; J. S. Alutside guard; E. C. Woltz, past The Grove was started with fortytree members. The funeral of Mrs. Mary V. Tatum took

lace yesterday afternoon at 3 o'clock om Pith-Street Methodist Church, The cryice was conducted by Rev. J. T. Walce, pastor of the church. The interment made in Maury Cemetery

AT STOCKTON STREET.

Rev. H. T. Musselman will preach his permon at Stockton-Street Baptist h, next Sunday, Mr. Mussel-resigned charge of the church come held-editor of the Religious lerald. It is understood that the Stockton-

treet people are anxious to secure the tryices of the Rev. J. E. McMannaway, I Greer, S. C. He has been invited to reach at the church on the second Suny of next month, and will probably be

PERSONAL AND BRIDE

A marriage license was issued Wednes-ty evening by Clerk Du Vai to Mr. Chas-Selph, of Richmond, and Miss Flor-ice B. Mann, of Seventh and Perry treets. The marriage took place Wedesday night in Richmond. Misses Mauje Jennings und Bessie eville returned Wednesday night from

nwiddie county, where they attended e marriage of Mr. Samuel Hawkes and

esday night from Baltimore, where she is been visiting for several weeks. A tackey party was given at the sme of Mrs. T. J. Saunders in Swansro last night. A large number of peris have been invited.

Irs. T. J. Cheatham, of Chesterfield urt-House, is said to be critically ill.

Cheatham is reported confined to his

d also. Mrs. Chatham has been unwell r several weeks, but it seems that her ndition has become more serious in the st two days.
Albert Denton, the infant son of Mr.

thert Denton, died last night at the resi-nce of his parents, Ninth and Stockton reets, Manchester, aged ten months.

Norfolk and Western Earnings

Following is a statement of the es-mated gross earnings of the Norfolk and estern Railroad; or third week of January...... \$303,037 ime week previous year...... 273.021 otal for month to date \$856,022 ame period previous year...... 742,802 fly 1, 1999, to latest date......\$8,776,826 ame period previous year...... 7,607,776 Increase\$1,169,050

Railroad Notes.

The appointment of W. E. Renn, as car countant, has been announced by the aboard Air Line Railway. His headarters will be in Portsmouth.
R. E. Wayland, Roanoke, traveling

Surprise Special Sale.





UNDERWEAR.

They are well made and extra heavy weight, in pale Blue shade, in all Men's regular sizes, on Sale Saturday and Morday.....

en's Heavy Winter Suits-noted for style and wear......... \$5, \$7.50, \$10, \$12 Men's Heavy Winter Suits-Men's Stylish Overcoats-

den's Stylish Overcoats— \$5, \$7.50, \$10, \$12 substantial and handsome...... Mens Hats—Derby and Alpine shapes, Bik & Brown Boys' Knee Pauts Suits— \$1.48. \$1.98, \$2.48, \$2.98 Vestee and Double-

Westee and Roune Breasted styles. The Breasted styles. The Breasted Styles of excellent Fancy Cassimeres and Cheviots. Saits of excellent Fancy Cassimeres and Cheviots of exc Young Men's Overcoats—\$3.50, \$4.50, \$6.50,\$7.50 exceptionally well-tailed

Man's Heavy Underwear, Merino
Fleece-Lined and Wool
Men's Seamless Half Hose
Mane Vern and Wesl Maco Yarn and Wool..... 5c., 8c., 12c., 15c.

There's an insurance policy on everything you buy here—a doull; guarantee of money back in a minute if you want it, and free repairs of all clothing for one year.

SATURDAY—MONDAY—
Pure Worsted Men's Pants—compare with the usual \$4 Pants......



days, left over the Seaboard for St. Au-

General Baggage Agent Pitzer, of Roathe Norfolk and Western yesterday.

F. J. Bonavita, New York, traveling freight and passenger agent of the Mexican Central, is a Richmond visitor.

LESLIE IS ARRESTED.

Charged With Assaulting Mr. Rich-

ard W. Ivey. Mr. Arthur Leslie, a steeple painter, was arrested yesterday evening by Officer Schilef on the charge of having assaulted Mr. Ricard W. Ivey, in Mr. Ivey's home, No. 807½ East Franklin Street, Wednesday night and was taken to the Second

No. 807½ East Franklin Street, Wednesday night, and was taken to the Second Police Station.

Mr. Leslie said last night in regard to the affair that he had long been a personal friend of Mr. and Mrs. Ivey, and at the time the trouble occurred he was in the hall prior to Mr. Ivey's entrance talking with Mrs. Ivey and her mother. The three of them had just started out of the house when Ivey came in and the affair occurred. Leslie said he thought Ivey had a pistol when he struck him. When the case comes up in the Police Court, he says he has no doubt but that he can justify himself and clear Mrs. Ivey of any suspicion that may rest upon her. suspicion that may rest upon her.

Mr. Ivey is at the home of his brother,
Mr. Charles E. Ivey, No. 405 East Duval
Street, and is suffering from two painful,
though not serious, wounds on his head.
His wife is at his side and giving her injured husband every attention.

THE GIFFEN COMPANY AGAIN.

He Arranges for a Season at the Academy.

1 Mr. R. L. Giffen was in the city yesterday in conference with Manager Thomas G. Leath, and it was finally settled that the will bring his stock company to the Academy of Music for the summer scason, opening April 21st,

Although there were three applicants,

Although there were three applicants, Mr. Giffen was simally successful in obtaining the house. His excellent record last summer made him the choice of the theatre-goers of Richmond, and this had its effect on the decision.

Mr. Giffen says that he will bring back several of the members of the old company, but that it will be materially strengthened by accessions. He will also he more ambitious in the line of productions, and it is confidently expected that the company will make an artistic and a financial success. Mr. Giffen leaves tonight for Washington.

INTERESTING MUSICAL EVENT.

Mile, Siemens, the Famous German Planist, to Play Here.

Mr. Frank Stayton Thompson has runged to give the music-lovers of Richmond and vicinity a rare treat at popular prices. He has secured Mlle. Frieda prices. He has secured Mile. Siemens, the renowned German pianist, to give a grand concert at the Academy o Music on Wednesday night, February 6th assisted by Mme. Laura Howe, Boston's favorite ballad singer, and Mr. Charles Russell, the famous English 'cellist. This will, it is asserted, be one of the finest concerts ever given in Richmond, and will prove interesting to all, for the programme will be made up of piano, vocal and 'cello solos, also duets and trios. Mme. Laura Howe has achieved an en-

viable place among the concert singers of the United States. The Chicago Inter-Ocean says of her appearance in that me-tropolis: "Mme. Howe, the soprano, made a triumphal hit. The aria from "Freis-chutz" displayed her beautiful, sympathetic voice, which immediately won everybody. For an encore she sang Fauning's "I've Something Sweet to Tell You." with a naivete of manner that was

AGRICULTURAL DEPARTMENT.

Is of Immense Value to the Prosperty of the Nation.

is an inclination these days for everybody to treat the Agricultural Depriment—State or Federal—as a joke and to give it a kick in passing. The Lynchburg News presents strong exam-ples of the immense value of the United States Department of Agriculture to the nation, which those who are wont to regard with indifference its work should

Few persons are aware of the full ex-tent of the benefits conferred upon the ountry by the intelligent operations of the Agricultural Department at Washington. Mr. Wilson, the present Secretary of Agriculture, yields to none of his predecessors in zeal for the promotion f agricultural interests of every One of the chief objects of the department is to introduce plants or seeds from foreign countries that may prove profitable in the United States. The work of the department should not be confounded with the free distribution of a city.

A party of seven northern tourists, who

have been at the Jefferson for several of public money and an interference with the legitimate business of private citi-zens, with no compensating benefits. It is the object of the department to in-troduce new crops or new varieties of the ordinary crops that will give more satisfactory results.

Take an example: It was not many years ago that all of the rice grown in the United States was of the Honduran variety. This was found to be unprofita-ble, and the rice industry languished per-ceptibly. The Department of Agricul-ture took the matter up, and introduced the Japan or Krusru rice, which has created such a revolution in rice growing as to eliminate all other varieties. It is claimed that at least \$20,000,000 have been invested in rice fields in Texas and Louisiana since the introduction of the Japania to the least \$20,000,000 have been invested in rice fields in Texas and Louisiana since the introduction of the Japania have the least port of the least work. anese grain. It yields 25 per cent. more to the acre, and mills at least 25 per cent. more unbroken rice than did the Honduran variety, and has, therefore, in-50 per cent. The department has long since given up the rice business to the legitimate business enterprises, for it is a principle governing the introduction of new plant that as soon as a variety i found desirable and is recognized by the scedmen the department withdraws from the field and leaves to private enterprise the opportunity of hardling the business

The department is now experimenting with Egyptian cotton. The Egyptian cotton is irrigated and the object is to discover whether by the same means the plant may not be made to thrive on the arid lands of Arizona, New Mexico and Texas beyond the San Antonio River, An effort is also making to naturalize the date palm in thise same regions, where it is believed that the conditions of climate and of soil will insure success. The introduction of this tree may prove to be of as great benefit to the inhabitants of the New World as it has been in the Old World. Another very interesting ex-periment is thus described:

Growing just a short distance from the Agricultural Building in Washington is thick, horny hedge of orange trees, Cirus trifoliata they are called. The fruit inedible, being small and bitter, but the orange is hardy, growing to maturi-ty as far north as Philadelphia. The eat frost of 1898 in Florida, which de-royed so many orange groves, suggest-to Secretary Wilson the great advantages which would follow the discov ery of a hardier variety of this fruit than is now grown in this country. It was decided, to produce a hybrid orange crossing the Florida plant with a trifoliata, in the endeavor to get a sweet orange which should be likewise hardy. The department has succeeded in get-ting 3,000 of these hybrid plants. It is too soon yet to say what the result will be with the fruit. It is not believed, however, that a sweet orange will result, though there is still some hope of that. It is thought, however, that by again crossing this hybrid with the sweet orange in time a marketable fruit may be produced from a tree which will grow much farther north than the one now known to the orange groves of the coun-

try. In the meantime, however, this hybrid In the meantime, however, this hybrid orange is a new and remarkably valuable hedge plant, with an evergreen foliage and long thorns, making it an impenetrable thicket. This in itself, in the opinion of Secretary Wilson, is a sufficiently valuable discovery to justify the work already done, but the experiment will be pushed to a conclusion in the endeavor to seems a hards. in the endeavor to secure a hardy, sweet orange. As the secretary says, "One of the mayels of the new century may be an orange tree bearing marketable fruit which will thrive in the temperate zone. Many other instances might be given, but enough has been said to show the value of the Agricultural Department and to prove that it is worth to the people of the United States many times the cost of its maintenance

Labor Notes. Russia drinks about \$88,000,000 worth of

tea every year. The telegraph system of the Krupp works has 21 stations, with 58 Morse tele-graphic instruments and 50 miles circuit. The telephone system has 228 stations. with 335 telephones and circuit of 200 miles. On April 1, 1980, the total num-ber of persons employed in the different works was 46,679, namely, 27,462 at Essen, 3,475 at the Gruson works of Buckau, 2,-450 at the Germania works at Berlin and Kiel, 6,161 in the coal mines, and 6,128 at

grounds at Meppen, etc. Beer can now be made from oats. President Perkins, of the Cigar-makers' International Union, reports an increase of 6,000 in general membership during the year. In the New York strike \$136,000 was paid to non-unionists who went out. Cigarmakers' Union, No. 27, of Beston, alone contributed \$14,000 to the strike and lock-out in New York. A strike of domestics in New York city

the blast furnaces, and on the testing

is imminent. The object of the Coal Salesmen's Association of Chicago is the protection of salesmen, and arrangements are under

South Wales, and the smallest in South Australia. The total production to the close of 1800 was \$5,940,136 tons, representing a value of £3,647,004. The quantity of coal exported during 1809 was 2,708,523 tons, value £1,005,704; the places outside the Australian colonies to which shipments were made being Ceylon, £11, Kongkong, India, Mauritius, New Guinea, Straits Settlements, Celebes, Chili, China, Cochin, China, Ecuador, Hawaii, China, Cochin China, Ecuador, Hawaii, Japan, Java, Marshall Islands, Mexico, Molucca Islands, Mozambique, New Brit-ain, New Caledonia, Panama, Peru, the Philippines, South Sea Islands and America. A few hundred tons were also ship-ped to Great Britain. The output for 1900 is expected to be the largest on rec-

The Philadelphia Labor League decided to go in municipal politics, along with the Allied Building Trades Council and the painters' organization, and appointed a committee to co-operate with those bodies in propounding the questions to the candidates for Council. The secre-tary was instructed to write to the Executive Council of the American Federa-tion of Labor, stating that when that body lives up to its own laws by ing all affiliated locals to join the United Labor League, the League will expel all dual or seceding organizations, as re-

U NSUCCESSFUL ENTERPRISE.

Why a Danville Man Did Not Get a Wooden Leg.

A subscriber writes to us and wants to know what has become of the fund to buy the wooden leg for the unfortunate Danville man who wanted to get on his feet. We confess with shame that it never grew large enough to command at-tention or consideration. \$20 was the total—and accordingly we dismissed the case—paid the costs, and returned a verdict negligence against the people of Danville.

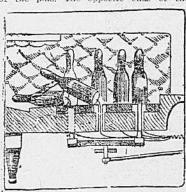
It was a case, however, that brought home with suddenness the proposition that as you sow you shall reap. A victim of folly—no doubt the unfortunate man never meant to do what he did—but he did. He drank rum; he walked the Primrose path—he went to the dance and stayed too late. And for that reason, and that alone, this community turned a deaf ear to the appeals for a little charity, a few dollars of the dross called gold for which some men fight and murder; for which some women yield their virtue; yet for all that, had there been one man in the town to take hold of the fund and push it-had the victim been a stranger. no doubt the money could have been raised within 24 hours.

raised within 24 hours.

It is our belief that no matter what causes misfortune, or how low a man may become, there is yet hope of his reformation. And under God's skies there is nothing that will give to a weak and erring one so much strength kind word at the right time. To bought the wooden leg for the man who needed it would have been real charity—but it would not have been the kind that walks on stilts or which proclaims its coming with a brass band. And Danville is much given to that sort.-Danville Bee

Device to Reset the Ten-Pins.

The desire to decrease the time and labor necessary to reset the nins after an inning in the game of ten-pins has led Richard F. Downey, of Menominee, Mich., to design an automatic arrangement, which not only does away with the assistant formerly used for this work, but accomplishes the task in a much shorter space of time than he could do it. Our illustration gives a view of the pin end of the alley, and shows the manner of resetting the pins when they are knocked down. A number of strong cords which, the inventor states, are preferably of catgut, are secured to the lower ends of the pins. The opposite ends of the



AUTOMATIC TEN-PIN ALLEY.

cords are attached to a set of levers and the latter are operated by a single foot or hand lever near the players' end of the alley. To complete the automatic arrangement a gutter is arranged on either side of the alley through which the balls return to the player of their own accord. With the use of this apparatus accord. With the use of this apparatus there is no waiting for the assistant to do his work, the pins being instantly reset by the lever and the balls being already in position for reuse.

Time Flies.

On drives the road-another mile! and Time's horses gallop down the lessening hill, O why such haste, with nothing at the

Fain are we all, grim driver, to descend And stretch with lingering feet the little

That yet is ours-O stop thy horses, pray Yet, sister, dear, if we indeed had grace To win from Time one lasting halting-

place, Which out of all life's valleys would we choose,
And, choosing—which with willingness
would lose?
Would we as children be content to stay,

Because the children are as birds all day Or would we still as youngling lovers kiss. Or would we still a young so the greater bliss. The maid be still a maid and never know Why mothers love their little blossoms so Or can the mother be content her bud

Or can the mother be content her I Shall never open out of babyhood?

Ah yes, Time flies because we fain would fly,
It is such ardent souls as you and I,
Greedy of living, give his wings to himAnd now we grumble that he uses them
—Richard Le Gallienne.

New! Line to Cape Henry. The Norfolk and Saithern Railroad Company gives notice that the company s engaged in extending its tracks to Cap: Henry, that two stations between Virginia Beach and Cape Henry will be established in the near future, and that a regular train service will be established with both of these stations during the coming spring and summer. This is one of the most desirable improvements that has been projected in this section in re-

Why pay first-class prices for

second-class work? That's what some people here are doing. Whenever you are in the market for first-class work, and are prepared to pay a moderate price, come and see us. we always have plenty of orders to keep our presses going, we do not employ canvassers to solicit. Our line is

Steel and Copper-Plate Printing____ Embossing and Die-Sinking.

Clap-trap advertising we avoid; we make a straight, business proposition and live up to our contract. We do all the work in our own establishment. We charge a reasonable price for engraving, paper and printing of Wedding Invitations

College Announcements Visiting Cards Embossing on Society Paper, Etc., Etc. and guarantee entire satisfaction.

I. N. JONES & SON. 6-8-10 N. Eighth St.

will be highly appreciated by our citizens and visitors generally during the warm weather. Cape Henry is one of the most attractive spots in this entire section, and the only reason that it has not hitherte been utilized as a pleasure resort has been because of the lack of transportation facilities.—Norfolk Ledger.

Some one has remarked that it dosen't make much difference what kind of a coon song you sing just so you don't sing That sounds like sarcasm, but in deed, it is the wall of one weeping in the wilderness who will not be comforted be-cause the good old time tunes that have nore beauty and melody in one line than all the overdrawn coon songs ever writ-ten, come not again.-Roanoke Times.

James Holland (colored) is free, but James is vaccinated. James is the negro who was vaccinated and then went to a nydrant and carefully washed off the vac

ine matter. James spent a day and night in jail, paid \$11 and was then vaccinated again and turned loose. He will not wash off this latest vaccine investment, Other people may take to hydrants, but they run their own risks. Other people pay from 10 cents to \$1 for being vaccinated. James paid \$11, and a day and night in jail for his. His vaccination is too valuable to lose, through anything so common as Dan River water .- Danville Bee.

New Ocean View Road. Work on the new Bay Shore Electric Railroad will begin on February 1st, and it is expected cars will be running by May 1st. This new route to Ocean View will have its depot in the Atlantic Terwili have its depot in the Atlantic Ter-minal Station, Plume and Atlantic Streets. It will use the Sewell's Point Railway tracks as far as Park Place, and then switch off to the Indian Toll Bridge Road, thence to Ocean View. It is understood the depot at Ocean View will be located near where the big flagpole stands on the green.-Norfolk Dispatch.

Tom Tickled—At last I'm even with that idiot who plays the horn across the hall from our flat.

John Jokes—How's that?

Tom Tickled-New baby at our house.-Ohio State Journal. Acca Temple, Mystic Shrine, held most enthusiastic session last night. Se

eral pilgrims was lead across burning

country is the undertaker.—Roanoke

Nav. W Norfolk Western Schedule in Effect

Schedule in Effect
LEAVE RICHMOND (DAILY), BYRDSTREET STATION.

0:00 A. M., NORFOLK LIMITED. Arrive
at Norfolk 11:20 A. M. Stops only
at Petersburg, Waverly and Suffolk. Second-class tickets not accepted on this train.

9:05 A. M., THE CHICAGO EXPRESS,
for Lynchburg, Roanoke, Columbus
and Calcago. Buffet Parlor Car
Petersburg to Roanoke. Pullman
Sleeper Roanoke to Columbus; also,
for Bristol. Knoxvilie and Chattanooga. Fullman Sleeper Roanoke to
Knoxville.

3:15 P. M., OCEAN SHORE LIMITED.
Arrive Norfolk 5:35 P. M. Stops
only at Petersburg, Waverly, Suffolk. Second-class tickets not good
on this train.

6:57 P. M., or Suffolk, Norfolk and intermediate stations. Arrives at
Norfolk at 10:40 P. M.

6:57 P. M., for Suffolk, Norfolk and intermediate stations. Arrives at Norfolk at 10:40 P. M.
9:10 P. M., for Lynchburg and Roanoke. Connects at Lynchburg and Roanoke. Connects at Lynchburg with Washington and Chattanooga Limited. Pullman Sleepers Lynchburg to Memphis and New Orleans. Cafe, Parlor and Observation Car Radford to Attalia, Ala. Pullman Sleeper between Richmond and Lynchburg. Berths ready for occupancy at S:30 P. M. Also, Pullman Sleeper Petersburg and Roanoke. Trains arrive Richmond from Lynchburg and the West daily at 7:35 A. M. and 8:56 P. M., from Norfolk and the East at 11:10 A. M., 11:42 A. M. and 6:50 P. M.

Office: No. 838 Main Street.
JNO. E. WAGNER,
City Pass. and Ticket Agent.
C. H. EOSLEY,
District Passenger Agent.
W. B. BEVILL,
General Passenger Agent.

Steamship Co. Old Dominion

and East

FROM RICHMOND.

PASSENGERS can leave DAILY, except Sunday, at 9:00 A. M. via C. and O. Ry., or 9:00 A. M. and 3:15 P. M. via N. and W. Ry., connecting at Norfolk with direct steamers sailing same day, 6:00 P. M.

Steerage passengers can leave by auxiliary steamer Monday, Wednesday and Friday, sailing from Rocketts at 5 P. M., and changing to main-line ship at Norfolk.

folk.
FREIGHT for all northern, eastern and foreign ports received and forwarded daily, except Sunday, at company's wharf, Rocketts.

FROM NEW YORK.

PASSENGERS can leave DAILY, except Sunday, from company's pier, No. 26 North River, at 3:00 P. M., for Old Point Comfort and Norfolk, connecting with C, and O. and N. and W. trains for Pickmond.

Richmond.
FREIGHT received and forwarded daily, except Sunday.
Tickets on sale at company's office, 1212 East Main Street, Richmond Transfer Company, 908 East Main Street; Jefferson Hotel, C. and O. and R. and P. depots, Richmond.
Baggage checked through to

Richmond. Baggage checked through to all points.
For further information apply to JOHN F. MAYER, Agent.
1212 East Main Street, Richmond. Va. General Offices: 31 Beach Street, corner West Street, New York, N. Y.
J. J. BROWN,
H. B. WALKER, Gen. Pass. Agent.
Traffic Manager,

Atlantic Coast Line

TRAINS LEAVE RICHMOND-BYRD-STREET STATION. 9:00 A. M., NORFOLK LIMITED, Daily.

A. M., NORFOLK HIMITED, Dany, Arrives Fetersourg 5:30 A. M., So-folk 11:2i A. M. Stops only at Fetersburg, Waveriy and Sunolk.

A. M., Dally, Arrives Petersburg 9:50 A. M., Weldon 11:50 A. M., Fayetteville 4:25 P. M., Charleston 10:55 F. M. Savannan 25:55 A. M. Jacksonville 8:30 A. M., Port Tampa 7:10 P. M., Savannan 2:35 A. M., Jacksonville 8:30 A. M., Port Tampa 7:10 P. M. Connects at Wilson with No. 47, arriving Goldsboro 3:25 P. M., Wilmington 5:00 P. M. Pullman Sleeper New York to Jacksonville.

Sleeper New York to Jacksonville.

11:55 A. M. Dally, except Sungay, Arrive Petersburg 12:30 P. M. Scops Manchester, Drewry's Bluff, Centralia and Chester on signal.

3:15 P. M., OCEAN SHORE LIMITED, Daily, Arrive Petersburg 5:46 P. M., Norfolk 5:55 P. M. Stops only at Petersburg, Waverly and Suffolk.

4:30 P. M. Dally, except Sunday, Arrives Petersburg 5:20 P. M., Weldon 7:42 F. M., and Rocky Mount 8:55 P. M. Makes all fintermediate stops.

6:00 P. M. Dally, Local Arrives Petersburg 6:50 P. M. Makes all stops.

6:57 P. M., FLORIDA AND WEST INDIA LIMITED, Daily, Arrives Petersburg 7:37 P. M. Connects with Norfolk and Western for Norfolk and Intermediate points; Emporla 8:40 P. M. (connects with A and D. for stations between Emporia and Lawrenceville), Weldon 9:10 P. M., Fayetteville 12:32 A. M., Charleston 5:23 A. M., Savannah 7:50 A. M., Jacksonville 12:15 P. M., Port Tampa 11:30 P. M. 5:23 A. M., Savannah 7:50 A. M., Jacksonville 12:15 P. M., Port Tampa

Jacksonville 12:15 P. M., Port Tampa II:30 P. M. NEW LINE TO MIDDLE GEOR-GIA POINTS.—Ariving Augusca 7:55 A. M., Macon II:15 A. M., At-lanta 12:35 P. M., Thomasvule 22:5 P. M. Pullman Sleepers New York to Wilmington, Charleston, Jackson-ville, Port Tampa, Augusta, Macon, and New York to Thomasville every Tuesday. and New York to Thomasville every Tuesday.

9:10 P. M., Dally. Arriving Petersburg 9:55 P. M., connect at Petersburg with Norfolk and Western Railway, arriving Lynchburg 2:30 A. M., Roan-oke 5 A. M., Bristol 10:40 A. M. Pui-

man Sleeper Richmond to Lynch-

oke 5 A. M., Bristol 19:49 A. M. Puniman Sleeper Richmond to Lynchburg.

11:30 P. M., Daily, Arrives Petersburg 12:10 A. M.

11:50 P. M. Daily, except Sunday, THE NEW YORK AND FLORIDA SPECIAL. Arrives Charleston 9:35 A. M., Savannah 19:50 A. M., Jacksonville 2:50 P. M., St. Augustine 4:20 P. M., Port Tampa 11:30 P. M.

TRAINS ARRIVE RICHMOND.

4:00 A. M., Daily, from Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta and all points South.

6:40 A. M., Daily, from Jacksonville, Savannah and Charleston.

7:35 A. M., Daily, except Monday, from St. Augustine, Jacksonville, Savannah and Charleston.

7:35 A. M., Daily, trom Petersburg, Lynchburg and the West.

8:45 A. M., Daily, except Sunday, Petersburg local.

11:10 A. M., Daily, except Sunday, from Goldsooro and intermediate stations, Norfolk and Suffolk.

11:65 A. M., Sunday only, from Norfolk, Suffolk and Petersburg.

11:12 A. M., Daily, from Norfolk, Suffolk and Petersburg.

2:10 P. M., Daily, from Miami, Port Tampa, Jacksonville, Savannah, Charleston, Wilmington, Goldsboro and all points South.

8:56 P. M., Daily, from Petersburg, Lynchburg and the West.

7:22 P. M., Daily, from Petersburg, Lynchburg and the West.

8:56 P. M., Daily, from Petersburg, Lynchburg and the West.

7:31 M. EMERSON,

7:32 R. KENLEY, Traffic Manager,

8:56 R. M. EMERSON,

7:42 R. M. EMERSON,

8:56 R. M. EMERSON,

9:56 R. M. EMERSON,

10:50 R. M. EMERSON,

11:50 R. M. EMERSON,

12:50 R. M. EMERSON,

13:50 R. M. EMERSON,

14:50 R. M. EMERSON,

15:50 R. M. EMERSON,

15:50 R. M. EMERSON,

16:50 R. M. EMERSON,

17:50 R. M. EMERSON,

18:50 R. M. EMERSON,

19:50 R. M. EMERSON,

19:50 R. M. EMERSON,

19:50 R. M. EMERSON,

General Manager. H. M. EMERSON, General Passenger Agent. C. S. CAMPBELL. Division Passenger Agent. 838 East Main Street

Richmond Fredericksburg and Potomac Railroad.

Schedule in effect JANUARY 14, 1901.
LEAVE BYRD-STREET STATION.
4:19 A. M., Daily for Washington and points North. Stops at Milford, Fredericksburg and Quantico.
Sleepers to Washington and New York.
6:50 A. M., Daily, except Monday, for Washington and points North, the "New York and Florida Special," composed entirely of Pullman vestibuled sleeping, compartment, dining, library and observation cars. No extra lare other than regular Pullman charge, Makes no local stops and does not stop at Elba.
S:20 A. M., Sunday only, for Washington and points North. Stops at Elba, Glen Allen, Ashland, Taylorsville, Doswell, Ruther Glen, Penola, Milford, Woodslane, Guinea, Sumit, Fredericksburg, Brooke, Widewater and Quantico. Enfet Parlor.

mit, Fredericksburg, Brooke, Wide-water and Quantico. Buffet Parlor

mit, Fredericksolfg, Brooke, Waewater and Quantico. Buffet Parlor
Car.

9:01 A. M., Daily except Sunday, for
Washington and points North.
Stops at Elba. Glen Allen, Ashland,
Doswell, Milford. Fredericksburg
and Quantico. Buffet Parlor Car.

12:00 M., Daily, except Sunday, for Washington and points North. Stops at
Elba. Glen Allen. Ashland, Doswell,
Milford, Fredericksburg and Quantico. Buffet Parlor Car. Connects
with Congressional Limited at
Washington.

7:42 P. M., Daily, for Washington and
points North. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, Widewater and Quantico. Stops other stations Sundays,
Sleeper Washington to Philadelphia.

ARRIVE BYRD-STREET STATION.

8:40 A. M., Daily. Stops at Widewater,
Brooke, Fredericksburg, Milford,
Doswell, Ashland and Elba. Stops
other stations Sundays. Sleeper
New York to Elebroard.

Doswell, Ashland and Elba. Stops other stations Sundays. Sleeper New York to Richmond.

3:05 P. M., Daily, except Sunday. Stops at Fredericksburg, Milford, Doswell, Ashland, Glen Allen and Elba. Buffet Parlor Car.

6:37 P. M., Daily. Stops at Fredericksburg, Doswell, Ashland and Elba. Pullman cars from New York and

burg, Poswell, Ashland and Elba. Pullman cars from New York and

burg, Doswell, Ashland and Elba. Pullman cars from New York and Washington.

8:40 P. M., Daily, Stops at Widewater, Brooke, Fredericksburg, Summit, Guinea, Woodslane, Milford, Penola, Ruther Glen, Doswell, Taylorsville, Ashland, Glen Allen and Elba. Buffet Parlor Car.

11:40 P. M., Daily, except Sunday, the "New York and Florida Special." Makes no local stops and does not stop at Elba.

ACCOMMODATION TRAINS.

(Daily, except Sunday.)

8:02 A. M. Leaves ELBA for Quantico. 4:00 P. M. Leaves ELBA for Quantico. 6:40 A. M. Arrives BYRD-STREET Station for Fredericksburg.

6:20 P. M. Leaves ELBA from Ashland. 6:40 A. M. Arrives ELBA from Ashland. 8:25 A. M. Arrives ELBA from Ashland. S. A. L. THROUGH TRAINS VIA S. A. L. JUNCTION AND R., F. AND P. R.R.

LEAVE BROAD-STREET STATION, C. AND O.

LEAVE BROAD-STREET STATION,
C. AND O.
5:10 A. M., Daily for Washington and
points North, the "Florida and
Mctropolitan Limited." Stops at
Fredericksburg and Quantico. Sleepers to New York. Dining Car.
5:55 F. M., Daily, for Washington and
points North. Stops at Doswell,
Fredericksburg and Quantico. Sleeper to New York. LEAVE BROAD-STREET STATION.

er to New York.

ARRIVE BROAD-STREET STATION. ARRIVE BROAD-STREET STATION.
C. AND O.
2:31 P. M., Daily. Stops only at Fredericksburg, Doswell and Ashland.
Sleeper from New York.
10:31 P. M., Daily, the "Florida and Metropolitan Limited," Stops only at Fredericksburg, Doswell and Ashland. Sleepers from New York.
Diving Car.

ASHARIA Dining Car. E. T. D. MYERS, W. P. TAYLOR, President, Traffic Manager. CLYDE STEAMSHIP CO.'S PHILADELPHIA, RICHMOND AND NORFOLK STEAM-SHIP LINE,

Appointed sailing days: Every TUESDAY, FRIDAY and SUNDAY at daylight.
Freight received daily till 5 P. M.
For further information apply to
J. W. McCARRICK,
Gen. Southern Agent; office, Rocketts.
W, P. CLYDE & CO.

SOUTHERN R'Y SCHEDULE EFFECTIVE DEC. 25, 1900.

TRAINS LEAVE RICHMOND. VA.

11:00 P. M., No. 11. Southern Express, daily for Atlanta. Augusta, Jacksonville and points South. Sleeper for Danville, Greensboro, Sallsbury, and Charlotte, open at tichmond 0:30 P. M. Stops for parsengers a local stations. Connects at Danville and Charlotte with New York and Florida Express (No. 33), carrying through sleepers between New York and Florida points. Also, connects at Danville and Charlotte with Washington and Southwestern Limited (No. 37), carrying through sleepers between New York and Nashville, New York and Mashville, New York and Memphis, New York and New Orleans; also, Philman Tourist sleeper Mondays, Wednesdays and Fridays Washington to San Francisco without change, with connections for all points in Texas, Mexico and California.

12:01 P. M., No. 7, solid train daily for TRAINS LEAVE RICHMOND, VA.

points in Texas, Mexico and Callfornia.

12:01 P. M., No. 7, solid train daily for
Charlotte, N. C., connects at Moseley with Farmville and Powhatan
Railroad. At Keysville for Clarksville. Oxford, Henderson and Durham, and at Greensbore for Durham, Raleigh and Winston-Salem;
at Danvino with No. 35, United
States isast mail, solid train, daily
for New Urleans and points South,
which carries sleepers New York
to New Urleans and New York to
Jackson-ville. -onnecting for Nassau
and Havand. Buffet drawing-room
sleeper Richmond to Atlanta and
Birmingham. Through sleeper Salisbury to Memphis.

6:00 P. M. No. 16, local, daily except
Sunday, for Keysville and intermediate points.

TRAINS ARRIVE AT RICHMOND.

TRAINS ARRIVE AT RICHMOND.
6:25 P. M. From Atlanta, Augusta and
6:00 A. M. South.
8:40 A. M. From Keysville and local stations.

stations.

LOCAL FREIGHT TRAINS.
Nos. 81 and 52, between Manchester and Neapouls.
YORK RIVER LINE VIA WEST POINT.
THE FAVORITE ROUTE NORTH.
LEAVES RICHMOND.
4:30 P. M. No. 18, Baitimore Limited, daily except Sundays, for West Point and intermediate stations, making close connection at West Point with steamer for Baitimore Mondays, Wednesdays and Fridays.
2:30 P. M., No. 10, local express, Mondays, Wednesdays and Fridays.
2:30 P. M., No. 10, local express, Mondays, Wednesdays and Fridays for West Point and intermediate stations. Connects with stage at Lester Manor for Walkerton and Tappahannock; aiso, at West Point with steamer for Baitimore. Stops at all 5:00 A. M., No. 74, local mixed. Leaves

steamer for Battimore. Stops at an 5:00 A. M.. No. 74, local mixed. Leaves daily except Sunday for West Point and intermediate stations, connecting with stace at Lester Manor for Walkeron, and Tappahannock TRAINS ARRIVE IN RICHMOND. 9:15 A. M., daily from West Point, with connection from Baltimore, Wednesdays, Fridays and Sundays. 10:45 A. M., Wednesdays and Fridays. 5:03 y. M., daily, except Janday, from West Point and intermediate sta-

West Point and intermediate sta-West Point and intermediate stations.

Steamers leave West Point Mondays, Wednesdays and Fridays 5:5
P. M., arriving Baltimore 8:30 A
M.; returning, leave Baltimore Tuesdays, Thursdays and Saturdays 5:6
P. M., arriving West Point 8:00
A. M., and Richmond 9:15 A. M.
Steamers call at Gloucester Point,
Clay Bank, Allmonds.

C. W. WESTAHER.

District Passenger Agent,

S. H. HARDWICK,



SCHEDULE IN EFFECT JAN. 5, 1901. LEAVE BROAD-STREET STATION

9:00 A. M., Daily for principal station.
Newport News, Old Point, Norfolk
and Portsmouth. Parlor car. Connects at Norfolk with O. D. S. S.
for New York, except Sumasy.
3:40 F. M., Daily Locat, for Newport
News, Old Point, Norfolk and Portsmouth. Pullman to Old Point.

News, Old Point, Norfolk and Portsmouth. Pullman to Old Point.

10:00 A. M., except Sunday, Locki train for Clifton Forge. Connects at Gordonsville for Grange, Warrenton, points on Manassas Branch and Washington, only. Connects at Charlottesville for Lynchburg, at Basic City for Hagerstown, and at Staunton for Lexington.

2:45 P. M., Dany Limited, to Cincinnati, Louisville and St. Louis. Pullman Sleeping cars. Connects at Gordonsville for Orange and at Orange with Southern Railway train leaving Orange at 6:40 P. M. Daily for stations between Orange and Washington. Connects for Virginia Hot Springs. No. 1 Local Train follows No. 1, except Sunday, from Gordonsville to Staunton.

5:30 P. M., Accommodation, except Suncay, to Doswell.

10:45 P. M., Daily, F. F. V., to Cincinnati and Louisville. Pullman Sleeping car. CONNECTS FOR VIRGINIA HOT SPRINGS, and at Ronceverte with Greenbrier River Railroad, except Sunday.

LEAVE EIGHTH-STREET STATION.

GINIA HOT SPRINGS, and according to the conceverte with Greenbrier River Railroad, except Sunday.

LEAVE EIGHTH-STREET STATION.
10:30 A. M., Daily, for Lynchburg, Lexington and Clifton Forge, Connects, except Sunday, with Buckingham and Alberene branches.

5:15 P. M., except Sunday, to Columbia TRAINS ARRIVE BROAD-STREET STATION

S:00 A. M., except Sunday, from Doswell. 8:30 A. M. and 3:30 P. M. Dally, from Cincinnaci and Louisville. 11:35 A. M. and 6:50 P. M. Dally, from Norfolk and Old Point. 8:15 P. M. except Sunday, from Clifton

TRAINS ARRIVE EIGHTH-STREFT
STATION.
8:40 A. M., except Sunday, from Co-8:40 A. M., except Sunday, from Co-iumbia.
6:20 P. M., Daily, from Lyachburg and Clifton Forge. Except Sunday, from New Castle, Lexington and Rosney.
For detail information, connections, etc., apply at Richmond Transfer office, No. 903 Fast Main Street; Chesapeake and Ohio Passenger Office, No. 809 East Main Street; Station Ticket Offices, or address JOHN D. POTTS, Assistant General Passenger Agent.

S. A. L.R'y.

LEAVES CHESAPEAKE AND OHIO DEPOT-BROAD-STREET STATION. SCHEDULE IN EFFECT JAN. 13, 1901.

SEABOARD AIR LINE RAILWAY.

TRAINS LEAVE RICHMOND. TRAINS LEAVE RICHARDS F.
9:20 A. M. DALLY, for Petersourg, Henderson, and all intermediate local points. This train makes close connection at Ridgeway Junction with through train for Raleigh, Atlanta, and all points South and Southwest, and runs through daily to Durham, event Sunday.

and all points South and Southwest, and runs through daily to Durham, except Sunday.

2:40 P. M. DAILY, for Petersburg, Raleigh, Columbia, Savannah, Jacksonville, Tampa, Key West and all Florida points. This train runs through solid to Jacksonville.

10:40 P. M. DAILY, for Petersburg, Raleigh, Charlotte, Atlanta, Montgomery, Mobile, New Orleans and all points South and Southwest. This train carries through Sleeper for Atlanta, Columbia, Savannah, Jacksonville and Tampa.

TRAINS ARRIVE RICHMOND.

4:55 A. M. DAILY, from Tampa, Jacksonville, Savannah, Columbia, Raleigh and all points South.

5:35 P. M. DAILY, from Tampa, Jacksonville, Savannah, Columbia, Atlanta, Charlotte, Raleigh, Petersburg, and all points South and Southwest.

5:12 P. M. DAILY, from Henderson, Petersburg, and all local intermediate stations. From Durham daily, except Sunday.

For lurcher information, tickets, Pull-

stations. From Durham dany, except Sunday.

For further information, tickets, Pullman and Sleeping-car reservations, rates, maps and schedules, apply to any agent of the SEABOARD AIR LINE RAILWAY or to C. W. Morris, Deput Ticket Agent, Broad-Street Station (Chesapeake and Ohlo Depot), the Richmond Transfer Company, 903 East Main Street, or the Jefferson Hotel. Z. P. SMITH, District Passenger Agent.

E. ST. JOHN. 836 E. Main St. V. P. & Gen. Man. R. E. L. BUNCH. General Passenger Agent.

